

Message Text

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PAGE 01 CARACA 09234 302123Z
ACTION EB-08

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TAGS: EAIR VE
SUBJ: PAN-AM ALL CARGO CAPACITY INCREASE OUTSTANDING
AVIATION ISSUES

REF: A STATE 243805, B STATE 227010; C CARACAS 8620

1. PAN-AM SCHEDULES FILED WITH DIPLOMATIC NOTE AS REQUESTED
STATE 243805

2. GIVEN GOV NEGATIVE RESPONSES TO OUR RECENT EFFORTS TO INCREASE
US AIRLINES ACCESS TO VENEZUELAN MARKET (E G REJECTION OF PAN-
AMERICAN 747 SERVICE TO MARACAIBO, REFUSAL TO ACCEPT AMERICAN AIR-
LINES AND AIRLIFT INTERNATIONAL DESIGNATIONS FOR ALL-CARGE SERVICES)
WE WOULD NOT, HAD CIRCUMSTANCES NOT CHANGED BE SANGUINE ABOUT THE
GOV ACCEPTING THE REQUESTED INCREASE IN PAN-AM'S CARGO CAPACITY.
HOWEVER, VIASA ADVISED EMBOFF INFORMALLY THAT CARRIER PLANS TO
START PASSENGER SERVICE TO HOUSTON DEC 1, 1978, APPARENTLY
VIA MARACAIBO. MARACAIBO PAPERS HAVE QUOTED LOCAL VIASA REP
TO THIS EFFECT AND ALSO INDICATED THAT VIASA WOULD BEGIN
OPERATING CARGO FLIGHTS MARACAIBO/MIAMI, USING DC-8S AND
POSSIBLY A B-747. ACCORDING TO BUSINESS SOURCES IN MARACAIBO,
THERE IS CONSIDERABLE AIR CARGO DESTINED FOR MARACAIBO WHICH
IS BEING HELD IN MIAMI DUE TO LACK OF CAPACITY. ALTHOUGH
VIASA SEEMS SERIOUS ABOUT PASSENGER SERVICE TO HOUSTON VIA
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PAGE 02 CARACA 09234 302123Z

MARACAIBO, PROMISES OF INCREASED MIAMI/MARACAIBO AIR CARGO
OPERATIONS COULD BE ELECTION-YEAR TALK FOR LOCAL CONSUMPTION.

3. PRESUMABLY, IF VIASA INTENDS TO START PASSENGER SERVICE TO
HOUSTON, AND TO INCREASE CARGO CAPACITY MIAMI/MARACAIBO IT WILL
HAVE TO FILE FOR THE INCREASES UNDER THE PRE-SCREENING PROCEDURE.

4. AFTER BECOMING AWARE OF VIASA'S INTENTION TO INITIATE SERVICE TO HOUSTON AND PRIOR TO LEARNING OF PAN-AM'S REQUEST FOR INCREASED CAPACITY EMBASSY HAD CONSIDERED WHAT THE US COULD TRY AND ACHIEVE IN EXCHANGE FOR APPROVAL OF VIASA'S INCREASE IN CAPACITY TO HOUSTON E G A TEMPORARY PERMIT FOR AIRLIFT TO OPERATE ALL CARGO TO BARQUISIMETO OR AMERICAN AIRLINES TO OPERATE TO ANOTHER POINT; PAN-AM B-747 SERVICE TO MARACAIBO (AS DEPT AWARE THIS WAS TURNED DOWN ON WHAT APPEARED TO BE DUBIOUS TECHNICAL GROUNDS), OR AS WAS RECENTLY MENTIONED TO US INFORMALLY, BY LOCAL DELTA REP PASSENGER SERVICE FOR THAT CARRIER MARACAIBO/ MIAMI. WE REALIZE SEVERAL OF THE FOREGOING TEND TO INVOLVE TRADING APPLES FOR ORANGES.

5. AT THIS POINT IT APPEARS THAT FILING PAN-AM CAPACITY INCREASES COULD PRE-EMPT ANY QUID-PRO-QUO WHICH US MIGHT ACHIEVE IN EXCHANGE FOR INCREASE IN VIASA'S CARACAS/MARACAIBO/ HOUSTON CAPACITY. ALTHOUGH WE DO NOT BELIEVE WE SHOULD LINK THESE RESPECTIVE CAPACITY INCREASES (INDIVIDUAL INCREASES BEING CONSIDERED ON THE MERITS OF MARKET DEMAND) TIRADO, WHO IS WELL AWARE OF, AND OPPOSED TO, OUR INTEREST IN INCREASING CAPACITY AS WELL AS NUMBER OF US CARRIERS OPERATING VENEZUELA, CAN BE EXPECTED TO DO SO IF FOR NO OTHER REASON THAN TO FORESTALL OUR SUBSEQUENTLY ASKING FOR QUID-PRO-QUO FOR APPROVAL OF VIASA'S CAPACITY INCREASE ON HOUSTON RUN.

6. AS NOTED ABOVE, EMBASSY DOES NOT PLAN TO LINK APPROVAL OF LIMITED OFFICIAL USE

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PAGE 03 CARACA 09234 302123Z

PAN-AM'S CAPACITY INCREASE WITH THAT OF A SUBSEQUENT INCREASE BY VIASA. HOWEVER, WE WOULD APPRECIATE GUIDANCE AS TO HOW WE SHOULD REACT IF TIRADO DOES SO.

CROWLEY

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